

April 6, 2001

Exemption No. 6653B
Regulatory Docket No. FAA-2001-9159

Mr. Gordon D. King
Director of Maintenance
Omniflight Helicopters, Inc.
4650 Airport Parkway
Addison, Texas 75001

Dear Mr. King:

This is in response to your December 21, 2000, letter petitioning the Federal Aviation Administration (FAA) on behalf of Omniflight Helicopters, Inc. (Omniflight), for an extension of Exemption No. 6653, as amended. That exemption from § 135.143(c)(2) of Title 14, Code of Federal Regulations (14 CFR) permits Omniflight to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. In your letter, you include a revised list of Omniflight aircraft to be covered by the extension.

In your petition, you indicate that the conditions and reasons regarding public interest and safety, presented in the original petition upon which the exemption was granted, remain unchanged.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Omniflight.

The FAA has determined that the justification for the issuance of Exemption No. 6653 remains valid with respect to this exemption. Please note that condition No. 2 of that exemption permits Omniflight to add to the list of aircraft covered by the exemption, provided Omniflight notifies its Principal Operations Inspector.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator,

AFS-01-311-E

Exemption No. 6653, as amended, is hereby further amended by extending its June 30, 2001, termination date to June 30, 2003, unless sooner superseded or rescinded. This exemption is subject to the following conditions and limitations:

1. Any aircraft listed on Omniflight's part 135 operations specifications at the date of issuance of this exemption may be operated when equipped with any TSO-C74b transponder or TSO-C74c transponder.
2. Any other aircraft for which installation of a transponder is needed may be operated when equipped with any TSO-C74b transponder or TSO-C74c transponder, provided notice is given to Omniflight's principal operations inspector.

This letter shall be attached to, and is a part of, Exemption No. 6653.

Please note that the FAA has assigned a new docket number to this project (docket No. FAA-2001-9159; previously Docket No. 28933). In an effort to allow the public to participate in tracking the FAA's rulemaking activities, we have transitioned to the Department of Transportation's Internet-accessible Docket Management System (DMS), located at <http://dms.dot.gov>. This new system enables interested persons to submit, view, and download requests to the DMS in accordance with 14 CFR § 11.63. Future requests should be submitted through the DMS.

Sincerely,

/s/ Anthony F. Fazio
Director, Office of Rulemaking

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MR. GORDON D. KING
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Certificate holding region: ASW-200, Flight Standards service, Southwest Region.